

BookletChart™



Cumberland Head to Four Brothers Islands

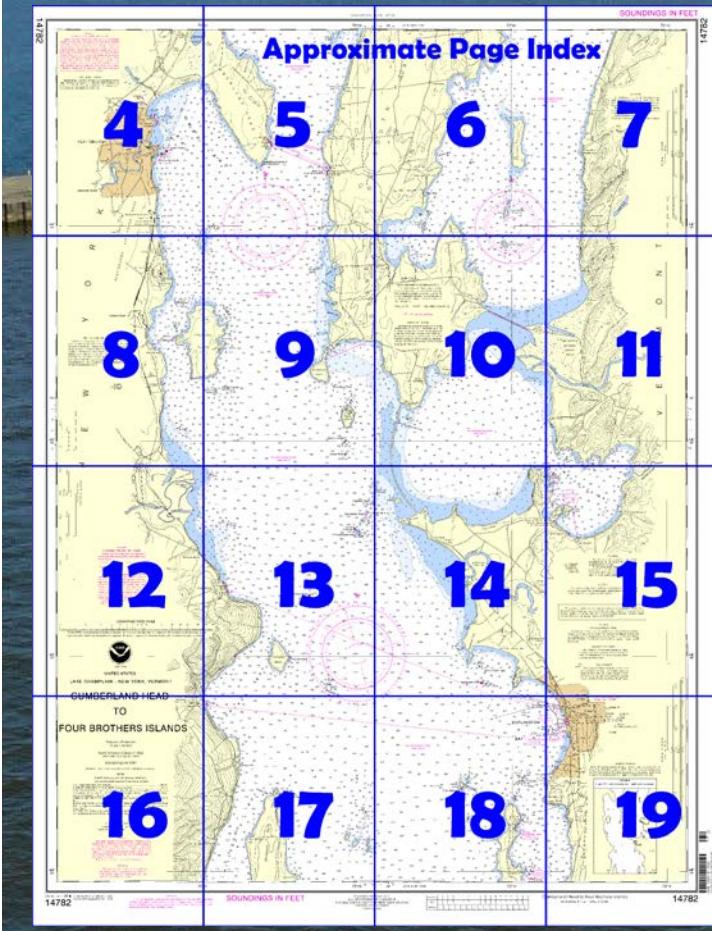
NOAA Chart 14782

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

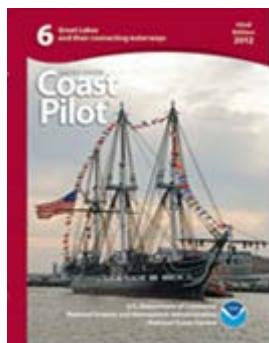
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14782>



(Selected Excerpts from Coast Pilot)
Lake Champlain extends from the lower end of Champlain Canal at Whitehall, NY, north for about 112 miles to the International boundary at Rouses Point, NY. The north end of the lake outlets north through Riviere Richelieu and Canal de Chambly to the St. Lawrence River. The principal ports on the lake are Port Henry, NY, at the south end, Burlington, VT, and Plattsburgh, NY, near midlake, and Rouses Point, NY, at the north end. The

lake is used extensively by pleasure craft, and marinas are found on both sides throughout its length.

A special anchorage is on the west side of the lake in **Deep Bay**. (See **33 CFR 110.1** and **110.8(i)**, chapter 2, for limits and regulations.)

Channels.—The south 37 miles of Lake Champlain, from Whitehall north to **Crown Point** (44°01.8'N., 73°25.8'W.), is a narrow arm. The south 13 miles of this arm, from Whitehall north to **Benson Landing**, is filled with a marshy flat traversed by a narrow channel of open water. A Federal project provides for a 12-foot channel through this reach. In September 2008, the controlling depths in the channel were 2 feet (7½ feet at midchannel) to Benson Landing. Above Benson Landing, natural deep water is available to Crown Point. The entire narrows, from Whitehall to Crown Point is well marked by lights and buoys.

North from Crown Point for about 75 miles to Rouses Point, Lake Champlain is deep and wide. Prominent points and shoals throughout the lake are marked by lights and buoys.

Following is a description of the principal ports and tributaries of Lake Champlain.

Willsboro Bay, on the west side of the lake west of The Four Brothers, is enclosed on the east by **Willsboro Point**. Marinas on the east side of the bay provide transient berths, gasoline, diesel fuel, electricity, ice, sewage pump-out, mast-stepping service, launching ramps, and hull and engine repairs.

Shelburne Bay, east of The Four Brothers, is enclosed on the west by **Shelburne Point**. Two special anchorages are on the west side of the bay. (See **33 CFR 110.1** and **110.8(c)** and **(c-1)**, chapter 2, for limits and regulations.) A boatyard on the west side of the bay provides berths, gas, diesel fuel, water, ice, electricity, and sewage pump-out. A 220-ft marine railway and a 30-ton lift are available for hull and engine repairs.

Burlington, VT, just north of the entrance to Shelburne Bay, is the largest port on Lake Champlain. Several companies have dock facilities for receipt of petroleum products by barge. The Hilton Hotel, with a red lighted sign, is the most prominent object in the harbor approach.

Burlington Breakwater North Light (44°28'50"N., 73°13'47"W.), 35 feet above the water, is shown from a white square lighthouse on the north end of the N breakwater.

Channels.—Two detached breakwaters parallel the shore and protect the harbor front from west. Lights are on the north end of the north breakwater and on the south end of the south breakwater, and a daybeacon marks the north side of the gap between them. Depths in the harbor are 6 to 12 feet off the wharves increasing to much greater depths at the breakwaters. Good anchorage is available behind the breakwaters.

Anchorage.—A special anchorage area for vessels less than 65 feet in length is about 0.2 mile northeast of Burlington Breakwater South Light. (See **33 CFR 110.1** and **110.8(h)**, chapter 2, for limits and regulations.)

A special anchorage area for vessels less than 35 feet is off the east side of the south breakwater. (See **33 CFR 110.1** and **110.136**, chapter 2, for limits and regulations.)

Coast Guard.—**Burlington Coast Guard Station** is at the north end of the harbor, east of Burlington Breakwater North Light.

Harbor regulations.—**Harbor regulations** are established by the Burlington City Council and are enforced by the **harbormaster** who may be reached at City Hall. A **speed limit** of 5 mph is enforced in the city yacht basin. Copies of the regulations may be obtained from the Mayor, City Hall, Burlington, VT 05401.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland Commander
9th CG District (216) 902-6117
Cleveland, OH

Table of Selected Chart Notes

 Pump-out facilities

 RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
 (Accurate location)  (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.173° northward and 1.524° eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Submarine PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions some features charted as visible at Low Lake Level may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

NOTES

COMPARATIVE ELEVATIONS ON LAKE CHAMPLAIN
(referred to National Geodetic Vertical Datum of 1929)

Mean stage 1900-1989, both inclusive..... 95.8 ft.

PLANE OF REFERENCE OF THIS CHART (Low Lake Level)..... 93.0 ft.

NOAA WEATHER RADIO BROADCASTS

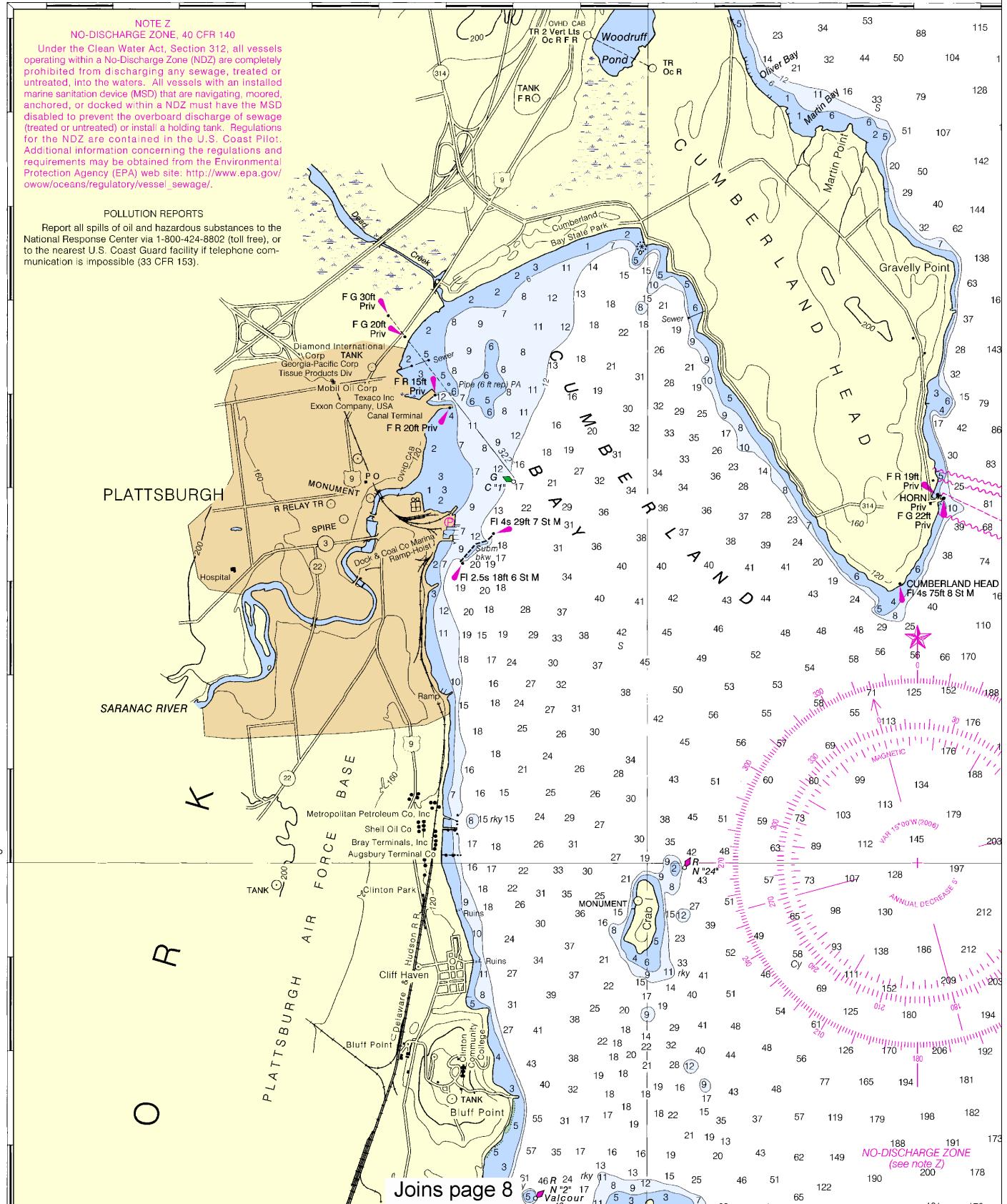
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Burlington, VT KIG-60 162.4 MHz (Chan WX - 2)

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass., or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

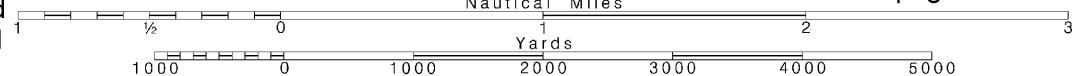


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.

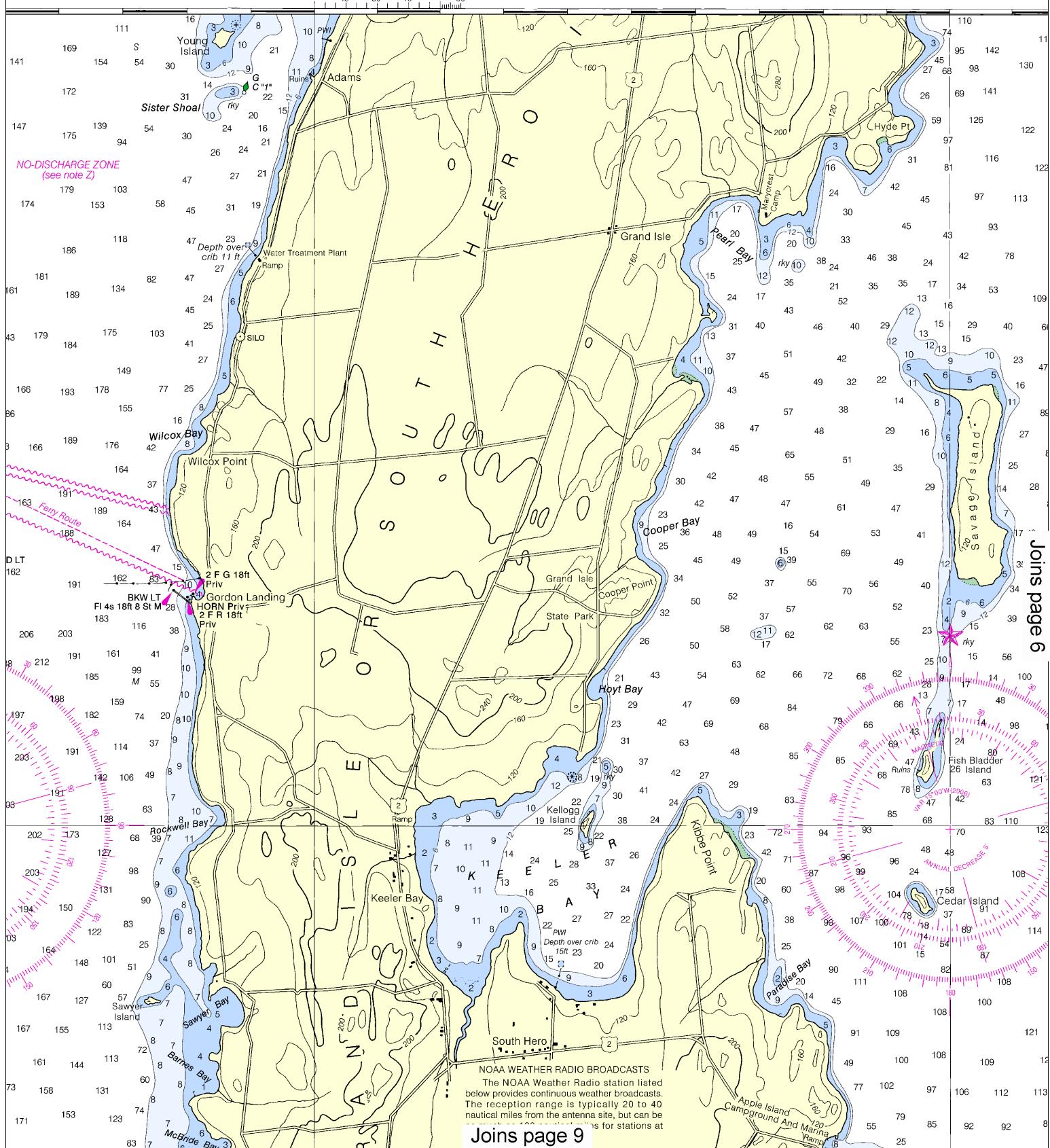
Note: Chart grid lines are aligned with true north.



73°20'

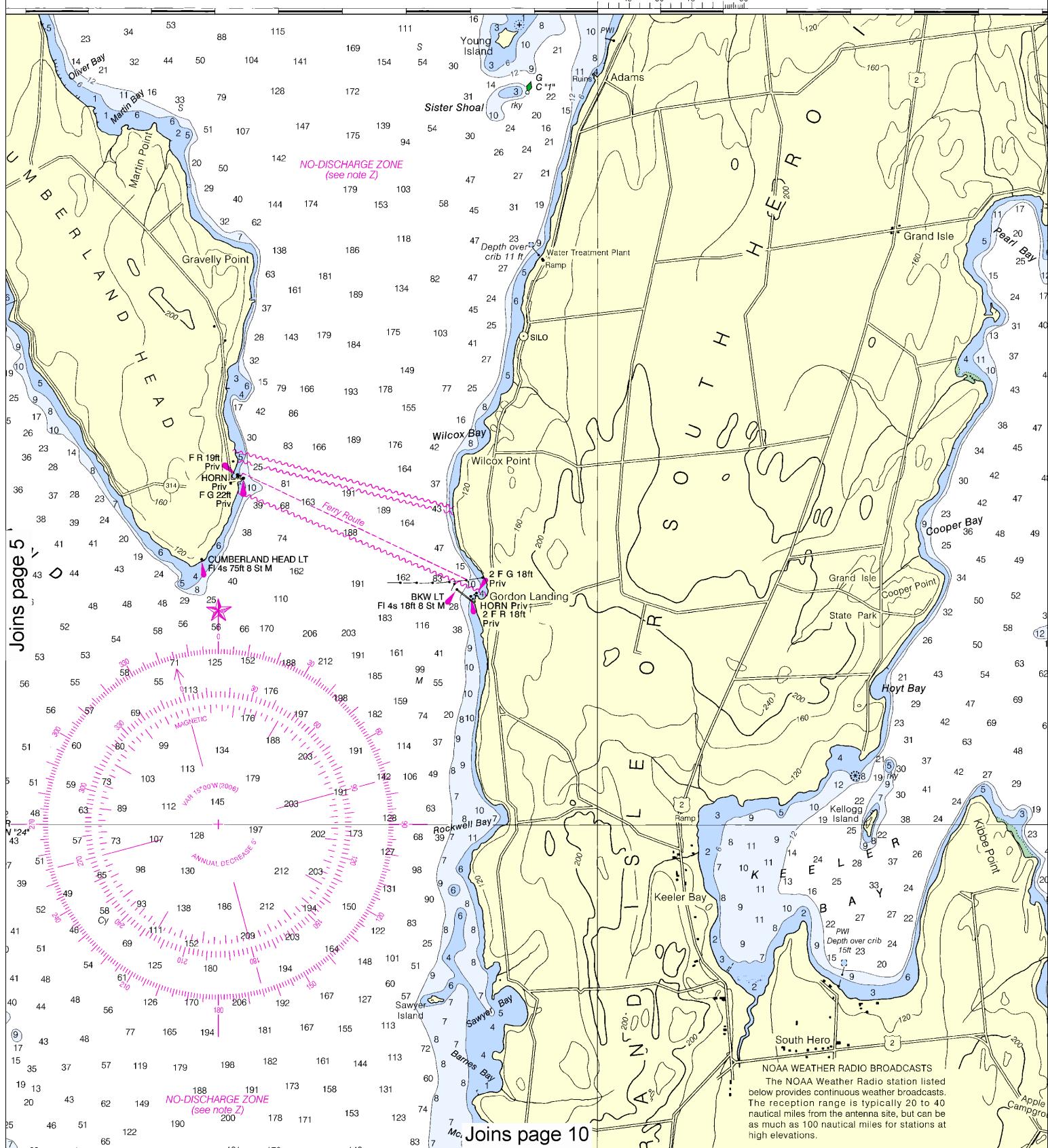
JOINS CHART 14781

73°15'



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

73°20' 45" 30' 15" 19' 50" JOINS CHART 14781

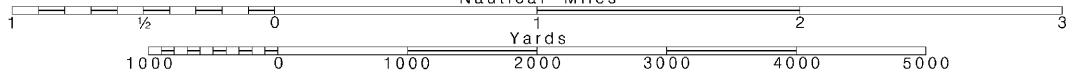


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

See Note on page 5.

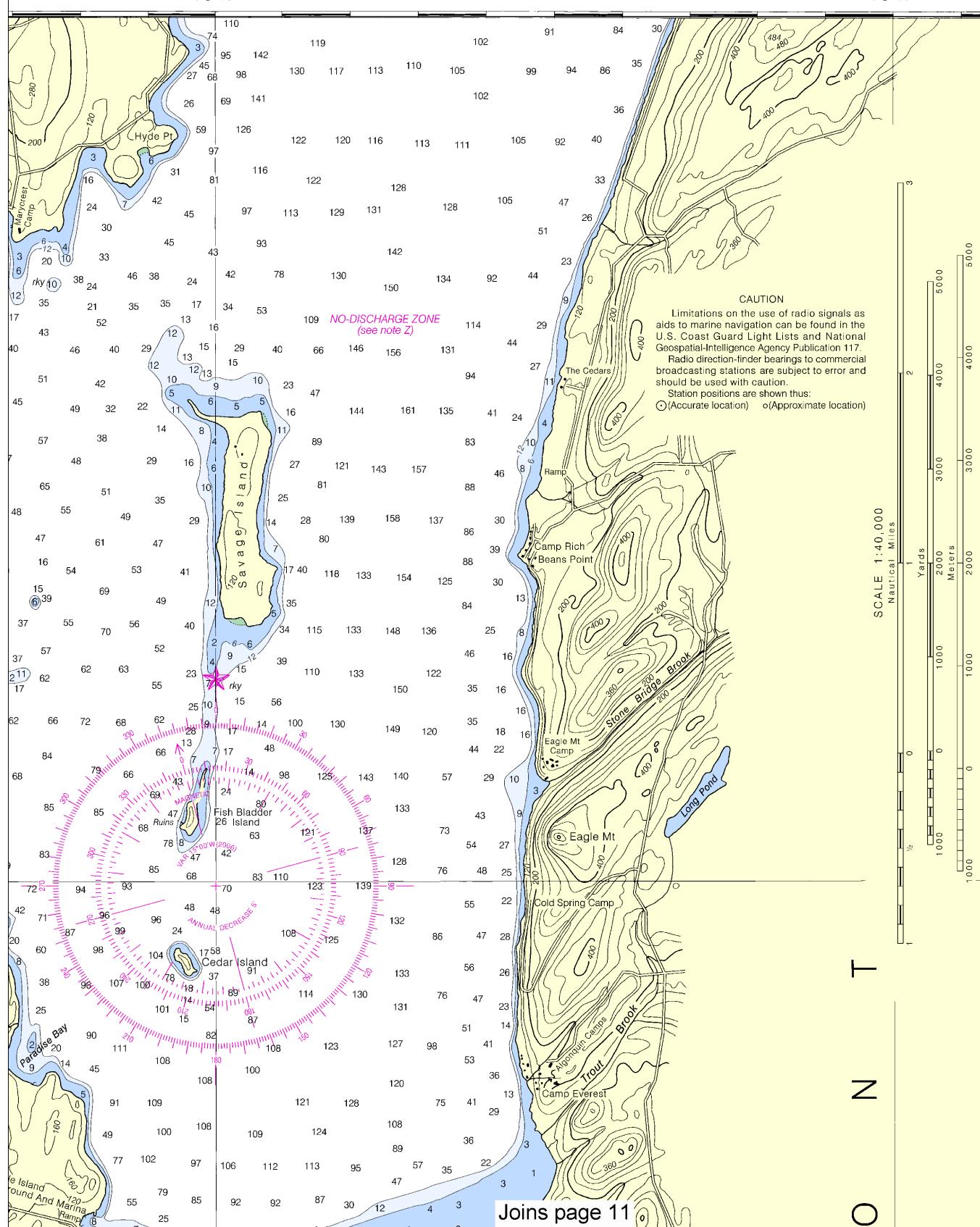


SOUNDINGS IN FEET

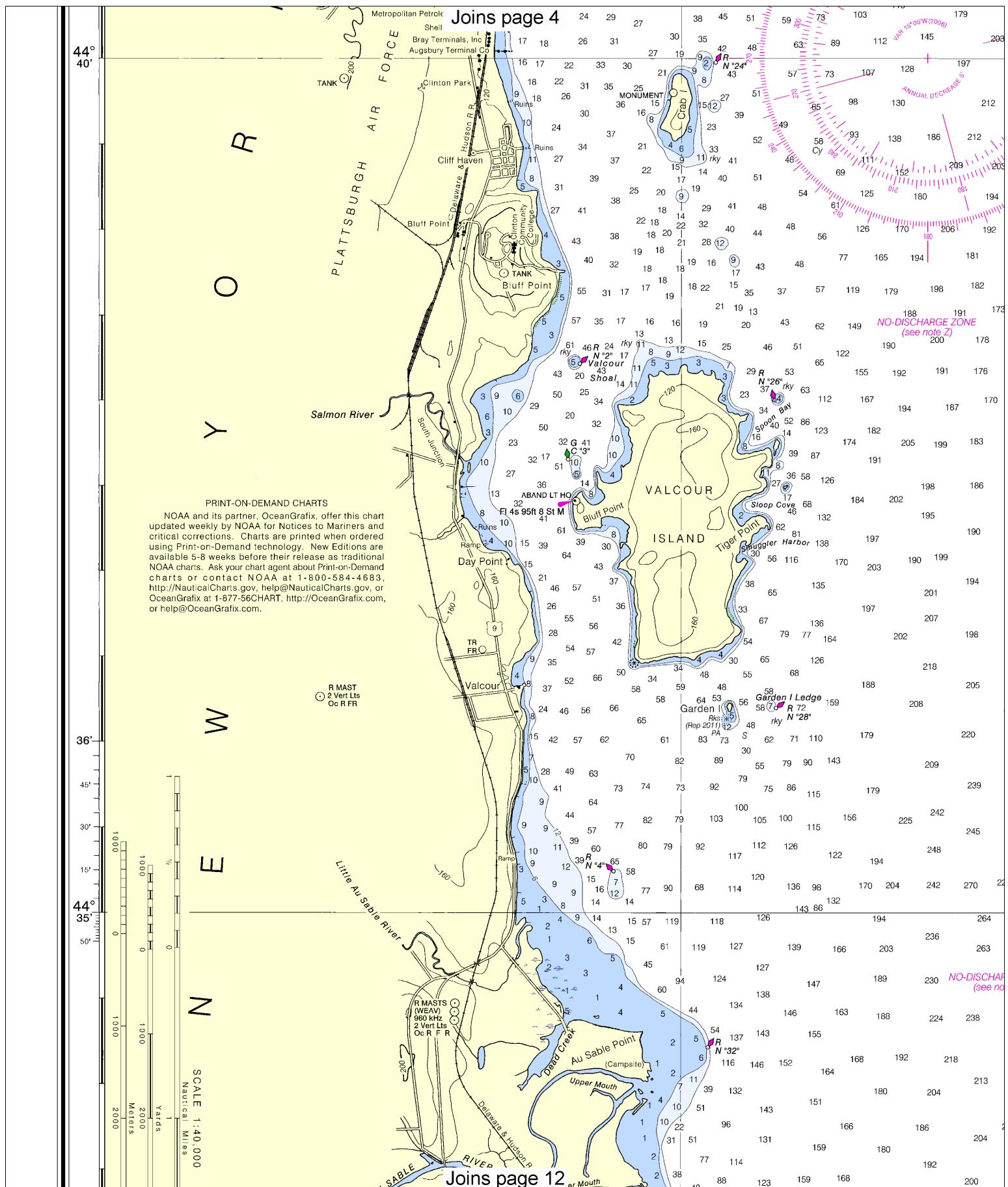
14782

73°15'

73°10'



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



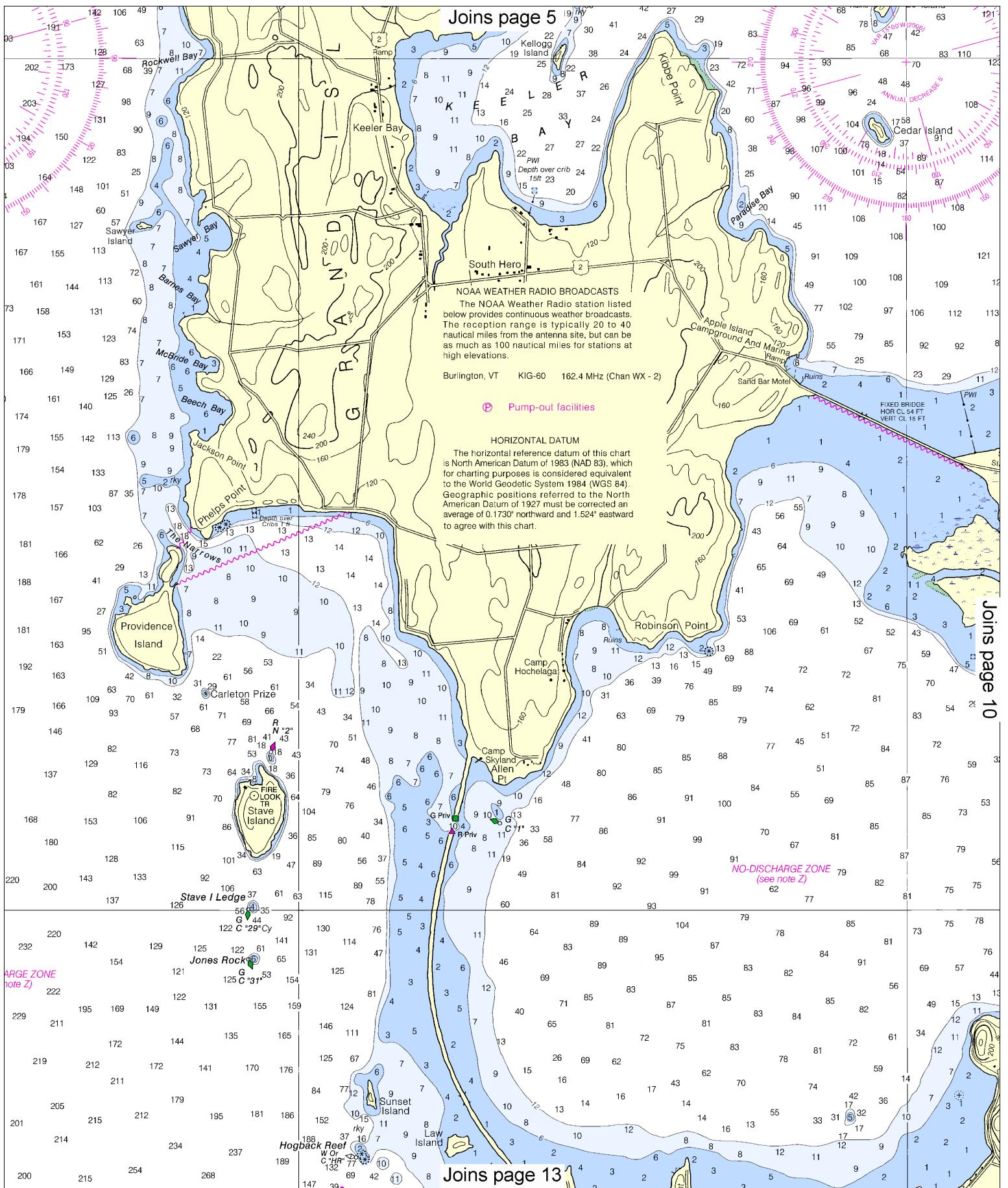
Note: Chart grid lines are aligned with true north.

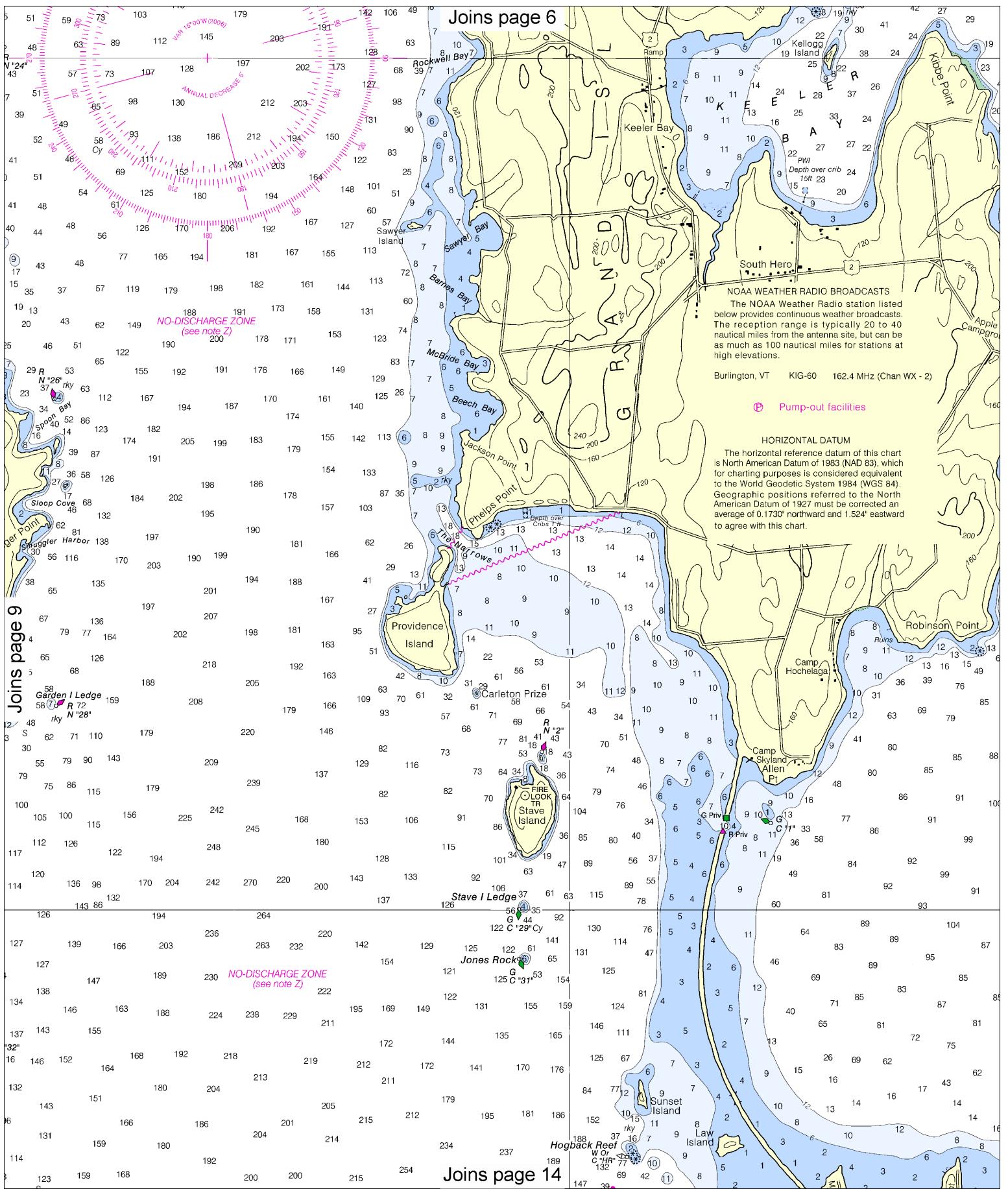
Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.







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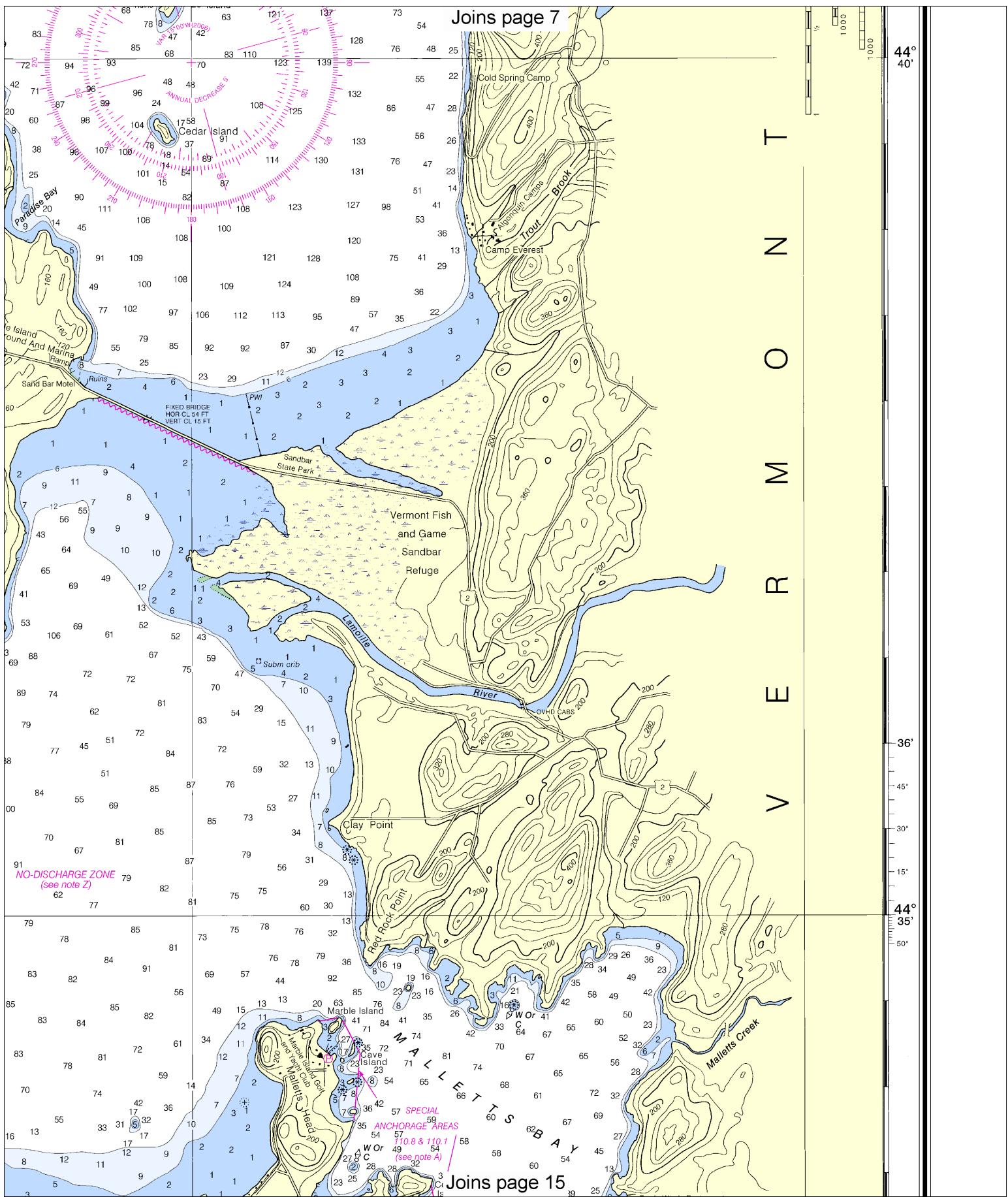
Note: Chart grid lines are aligned with true north.

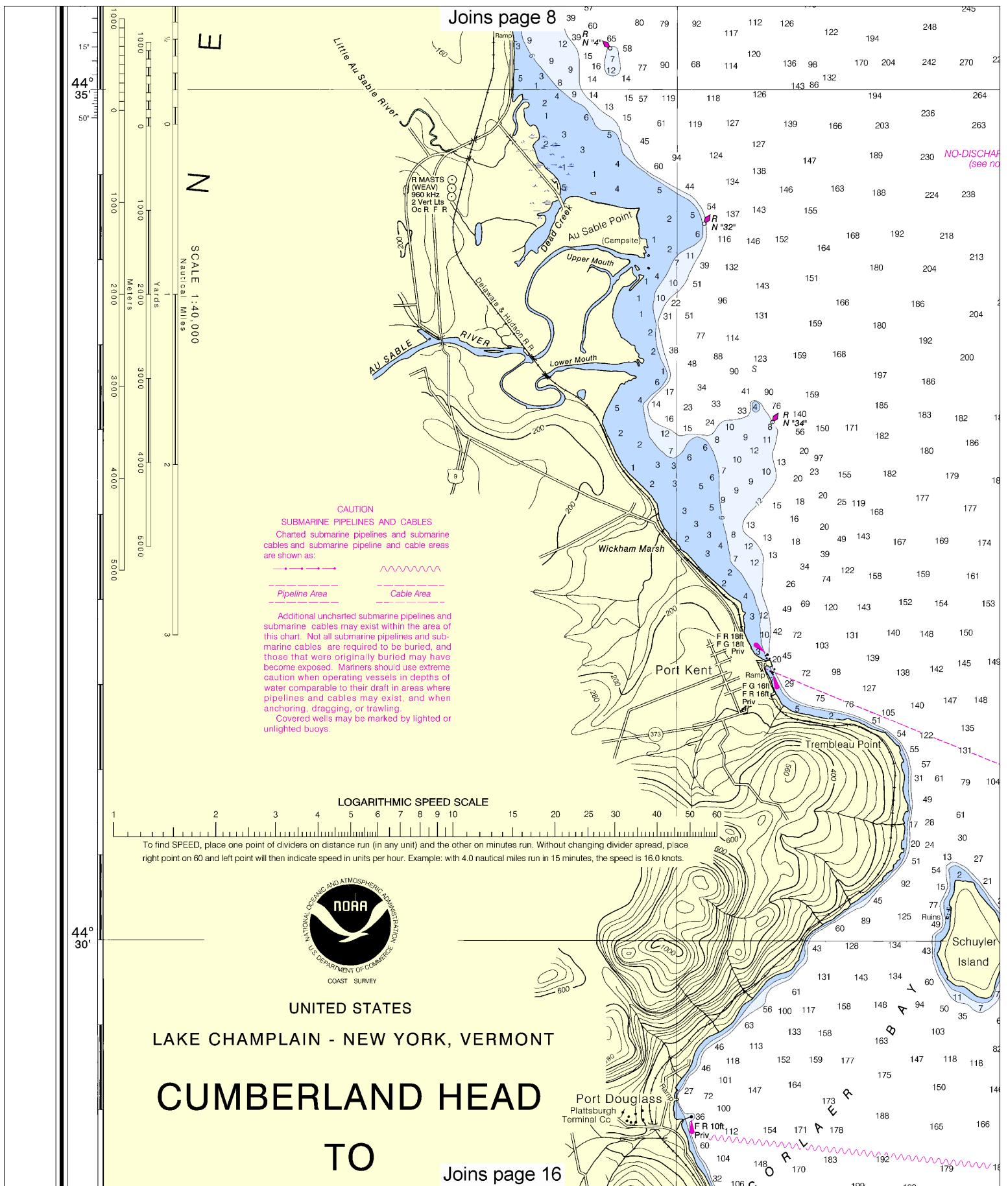
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

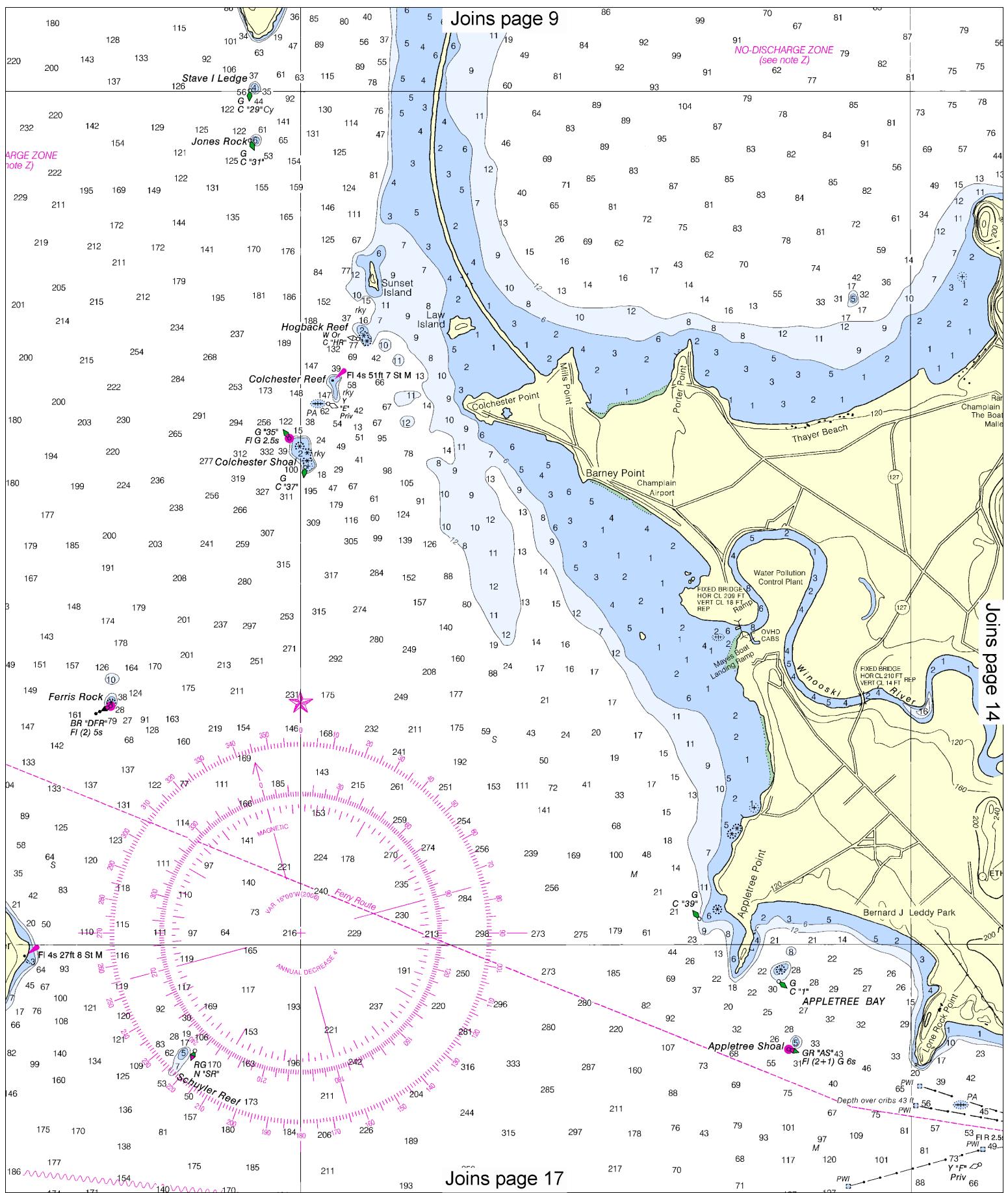
See Note on page 5.

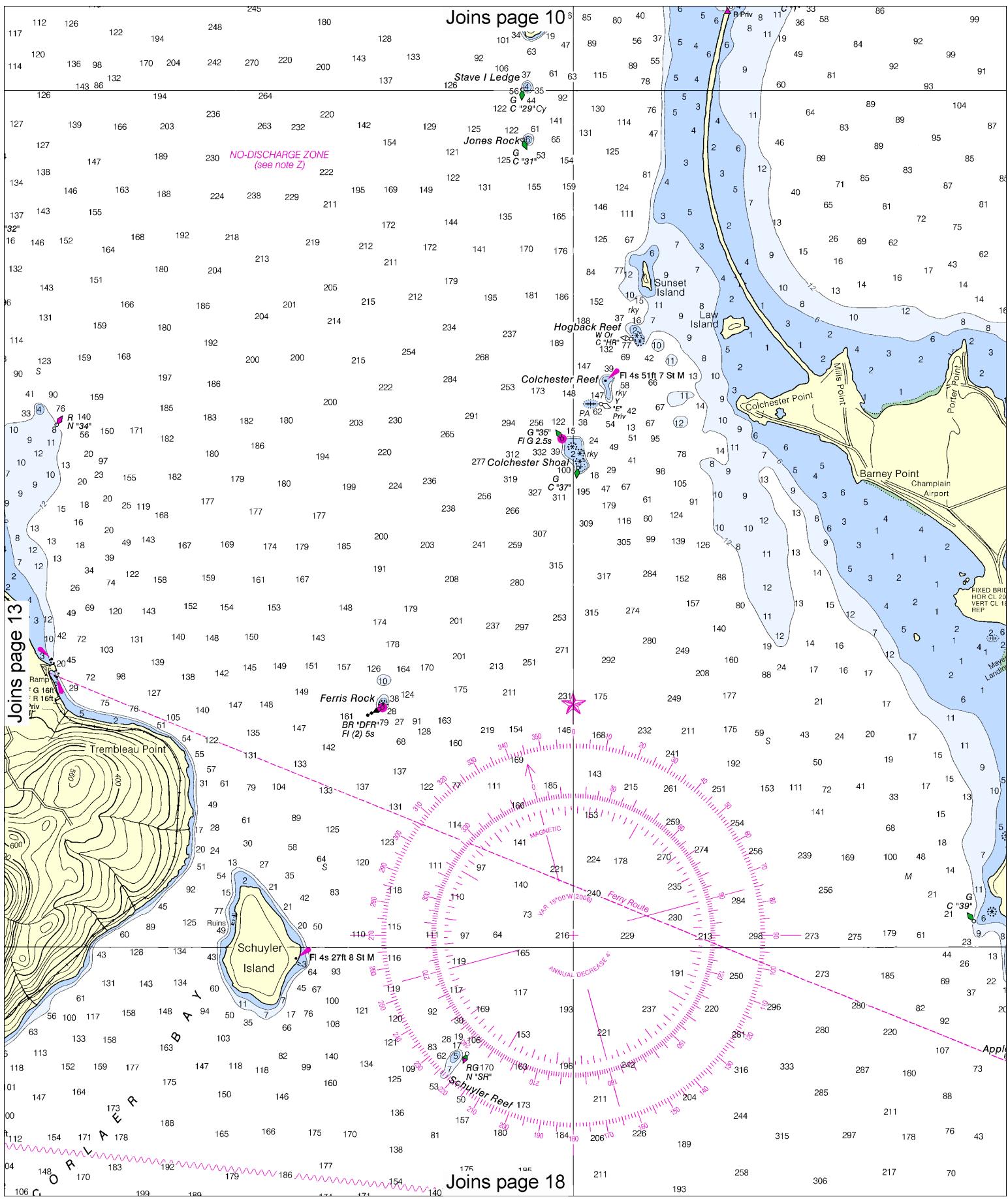
1 1/2 0 1 2 3
1000 0 1000 2000 3000 4000 5000
Yards





Joins page 9





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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



1000 2000 3000 4000 5000

To find SPEED, place one point of dividers on distance run (in any unit) and t
right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Joins page 12



44°

30'

UNITED STATES

LAKE CHAMPLAIN - NEW YORK, VERMONT

CUMBERLAND HEAD

TO

FOUR BROTHERS ISLANDS

Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

COMPARATIVE ELEVATIONS ON LAKE CHAMPLAIN
(referred to National Geodetic Vertical Datum of 1929)

Mean stage 1900-1989, both inclusive..... 95.8 ft.

PLANE OF REFERENCE OF THIS CHART (Low Lake Level)..... 93.0 ft.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, Mass., or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

44°

25'

73°25'

25th Ed., Jan. / 06 ■ Corrected through NM Jan. 14/06
Corrected through LNM Jan. 10/06

14782

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

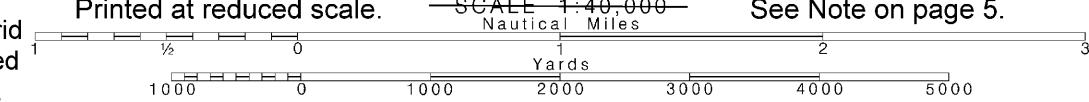
SOUNDINGS IN

Printed at reduced scale.
—SCALE 1:40,000
Nautical Miles

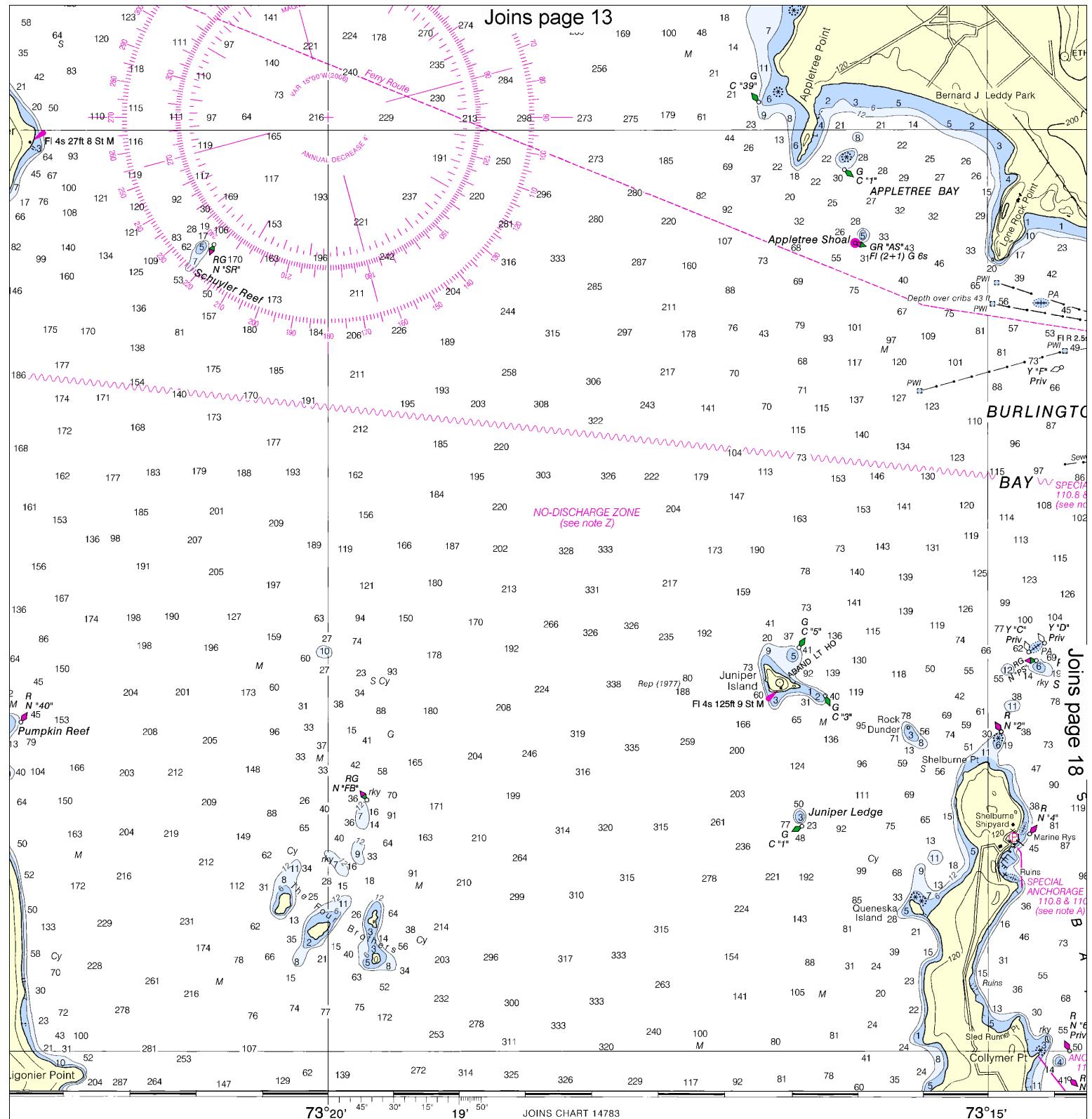
See Note on page 5.

16

Note: Chart grid
lines are aligned
with true north.



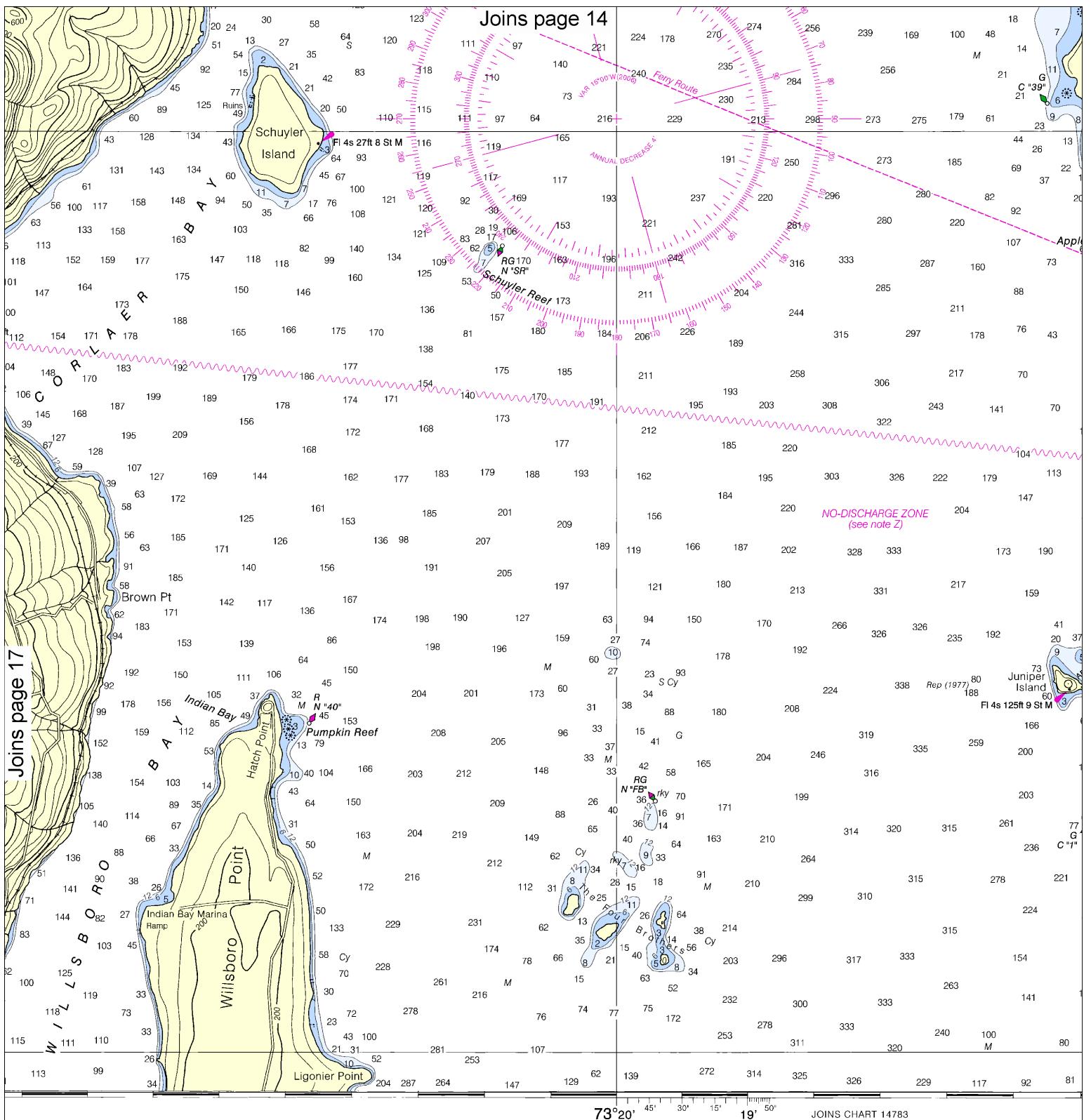
Joins page 13

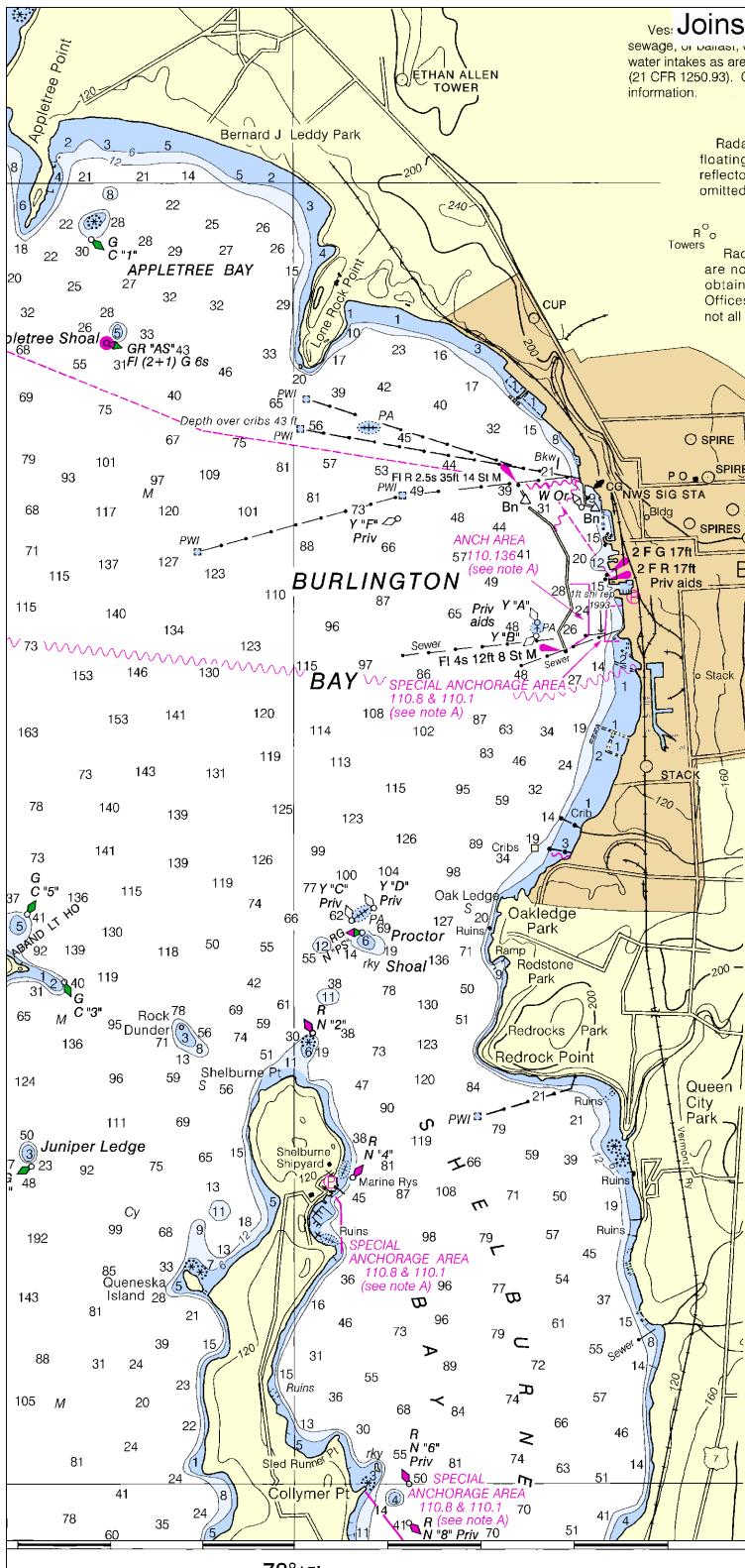


FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17





Join page 15 R INTAKE
Ves. or rivers shall not discharge sewage, oil, waste, or other water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

RADAR REFLECTORS

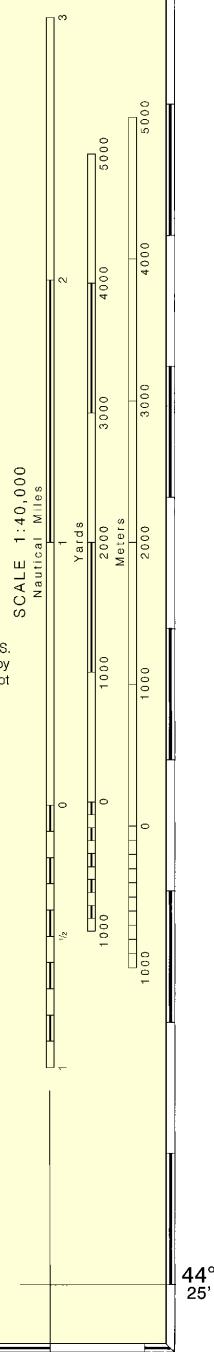
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Towers RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

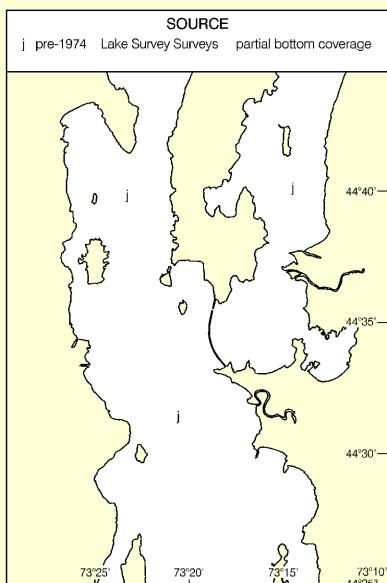
For more detail see
Chart No. 14785

BURLINGTON
BAY



SOURCE DIAGRAM

Most of the hydrography identified by the letter 'j' was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.



8	7	8	9	10	11	12	13	14	15	16	17
36	42	48	54	60	66	72	78	84	90	96	102
10	11	12	13	14	15	16	17	18	19	20	21
22	23	24	25	26	27	28	29	30	31		

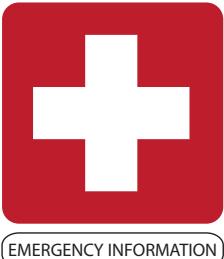
Cumberland Head to Four Brothers Islands
SOUNDINGS IN FEET - SCALE 1:40,000

14782

NSN 7612014010643
NGA REFERENCE NO: 14XHA14782



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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Online chart viewer	— http://www.nauticalcharts.noaa.gov/mcd/NOAACharterViewer.html
Report a chart discrepancy	— http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker